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HONGKONG, MONDAY, OCTOBER 3RD, 1904. 壹拜禮 號叁月十年肆零百九仟壹英港香

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Hongkong, 5th August, 1904. [1912]

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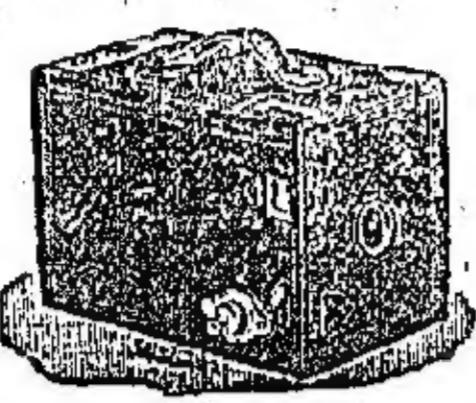
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Manager.

Hongkong, 24th September, 1904. [1621]

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[34a]

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Hongkong, 23rd September, 1904.

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[a1708]

Hongkong, 15th August, 1904.

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BIRTH.
 On 25th September, at Shanghai, the wife of EUG. HYNDMAN, Jr., of a son.
DEATHS.
 On 25th September, at the International Cotton Mill, Pootung, FANNY COOPER, aged 39 years.
 On 26th September, at Shanghai, JOHN NEARING, aged 61 years.

The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 3RD, 1904.

We reproduced a week ago the verbatim report of a speech delivered by Mr. BALFOUR to a deputation representative of British shipowners who sought information as to the intentions of the Government with regard to the protection of British shipping during the continuance of the war between Russia and Japan. The speech, we fear, can afford small consolation to British shipowners and the mercantile community generally, except in so far that it effectively dissipates the idea that British ships are subjected to one law by the Russians and the shipping of other nationalities to a more lenient law. Adequate proof is certainly wanting for the maintenance of this idea up to the present. While ready to accept the brave words of the Prime Minister that the expressed determination of the Government to uphold the rights of neutral shipping was no empty phrase, the British public have not seen sufficient evidence of the intention to disabuse their minds of the idea that the dilatory, almost apathetic way in which the Government has dealt with cases of apparently indefensible assault and robbery on the part of Russia constitutes an exhibition of feebleness which is as lamentable as it is unparalleled. Some months ago the British Government declined to regard coal, foodstuffs and cotton as absolutely contraband of war, and telegraphically we have

learnt within the past week that His Majesty's Government has reasserted (in words only) that attitude, at least so far as coal is concerned. Consider this declaration in its relation to the circumstances connected with the confiscation of the British steamer *Allanton*. Prior to the outbreak of the war she was chartered to carry a cargo of coal from Cardiff to Hongkong or Sasebo. The cargo was discharged at the latter port after the outbreak of the war, and she was afterwards chartered to convey a cargo of coal from Muroran to Singapore, this being part of a cargo of 50,000 tons which a British firm at Singapore had agreed to buy for delivery during the present year. While on her voyage to Singapore the *Allanton* was overhauled by Russian warships, and owing to the alleged irregularity of her papers she was seized and taken to Vladivostock, where she was condemned a fortnight later on the untenable supposition that she was carrying contraband of war to a Japanese or Korean port. The Court reached this conclusion on evidence being tendered that the steamer set her course by the west of the Japanese Islands, "that is through the theatre of war," instead of going by the route east of Japan. It is to be assumed that the defendants pleaded (and had the Court afforded the facilities it could have been conclusively proved) that this western route is the one which is always followed by merchant vessels coming south from Japan, because it is 200 miles shorter, and also because an adverse current and numerous small islands are avoided thereby. A second reason for the Court's finding consists in the statement that the steamer had a Japanese cabin boy on board! Thirdly, the decision was based on the fact that the official log-book had not been entered up since the steamer left Hongkong, her last neutral port. To this the owner replies that entries are only made in the log-book on occasions required by the Board of Trade, such as logging a deserter and the like. Most extraordinary of all is the further reason given by the Court for its finding, viz., "that the vessel had carried contraband on her outward voyage." The British Foreign Office was supplied by the owner of the ship with conclusive evidence that the destination of the ship and her cargo was Singapore. A copy of the bill of lading and charter-party were amongst the ship's papers examined by the Prize Court, and despite this testimony the ship within a fortnight of her seizure was condemned. We are face to face therefore with the fact that, ignoring the indefensible excuse that the ship was taking the western rather than the seldom-used eastern route, the Prize Court, notwithstanding the British protest against coal being declared under all circumstances contraband of war, confiscates ship and cargo, and moreover advanced the unprecedented claim that the ship having previously carried coal to the enemy's country justifies her condemnation.

Holding such views as it has repeatedly declared on the subject of contraband, one would naturally think this a case in which the Government would have been quick to take action. It is almost incredible to find that down to the 16th of August the British Foreign Office had not become "officially aware" that the fact of the vessel having carried coal on the outward voyage was considered by the Prize Court (on Ju 27th) to constitute one of the grounds for her condemnation. The owner of the ship had long before made the newspaper reading public aware of the fact, and he seems to have kept the Foreign Office well posted with all information relating to the case. Moreover, on July 27th the British Minister at St. Petersburg communicated to the Foreign Office the fact that he had received "a note from the Russian Government stating that the *Allanton* was condemned for carrying a full cargo of contraband to the enemy and for the undoubtedly active participation of the owner of the vessel in the conveyance by steamer of contraband." This statement, it will be seen, is based solely on the facts that before the outbreak of war the steamer left England with a cargo of coal which was delivered in Japan after the war had commenced, and that when captured she was carrying a cargo of coal to a British firm at Singapore. The Foreign Office with the whole of the facts in its possession had done nothing in the matter down to the end of August; not even so much as telegraphed for that official knowledge which it lacked of a decision rendered on June 27th involving a grievous loss to one British shipowner and disturbance to the whole shipping industry of Great Britain. It must therefore be allowed that there is ample excuse for the indignation of British shipowners when they see such indifference to vital interests as the Government has shown in this case of the *Allanton*, to say nothing of the case of the *Knight Commander* and that of the *Calchas*. The result of the supineness of the Government is seen in the fact that underwriters have in some cases been charging four times more for war risks on goods to Japan under the British flag than if under the French or German flag, and consequently British shippers have been diverting all the goods they can from British steamers to French and German. British trade to Singapore, Hongkong, and Shanghai, and not only to Japan, is being harassed, penalised and disorganized, so the merchants at Home declare, by the obvious contempt of Russia for the British flag. A "plain business man" writes to the *Times* saying: "I make no pretence to a knowledge of the refinements of diplomacy. I only know that like thousands of other business men in Great Britain just now, I am being robbed and plundered, and that if the refinements of diplomacy, backed up by the strongest Fleet in the world, cannot put a stop to that, then the time has come for plain speaking and prompt action." There has been plenty of plain speaking by shipowners and business men in the columns of the *Times*, and other organs of public opinion, and we have no doubt that the Russian Commission on contraband questions of which we have recently heard something by telegraph is one of the results; but the decisions of this commission would appear only to have increased the difficulties, and British shipowners have still to wait for the guarantees and protection they seek.

King Edward has given his assent to the Chinese Exclusion Bill for Cape Colony.

A telephone system is being introduced into Canton by the Chinese officials.

The estimates in the German naval budget for 1905 provide for an increase of 2,000 men.

General Hasegawa, who was in Tokyo about a week ago, has been appointed to the command of the Japanese garrison in Korea.

Mr. J. W. Cushing, it is said, has been appointed Chief Manager of the Singapore Opium Farm, vice Mr. Kho Hun Yeang.

Inspection of the financial affairs of Mr. W. L. Bright, formerly M.P. for Stoke-on-Trent, a son of Mr. John Bright, show liabilities of £12,000 and assets of £1,300.

The consecration of Bishop Henninghaus, who succeeds the late Bishop Anzer in South Shantung, will take place on Sunday, the 30th October, at Yen-chou-fu.

The China Review says that "certain persons representing Russian interests have purchased the Canton-Hankow railway concession, the work on which is now in course of construction."

Mr. Stevens, the newly-appointed Foreign Adviser to the Corcan Government, left Washington on September 26th. He had an interview with President Roosevelt before he left.

Major-General Villiers Hatton, commanding the forces in Hongkong, and Mrs. Villiers Hatton, spent a week in Shanghai following their return from Weihsien, and then left for Japan.

Quarantine restrictions are still in force against Tainan-fu and Anping, Formosa, plague-infected places. On the other hand, Netherlands India has withdrawn all restrictions on arrivals from Hongkong.

Prince Carl von Hohenzollern had an audience of, and tiffin with, the Emperor of Japan on September 26th. The Emperor returned his call next day. Count Arco-Valley, the German Minister, was giving a dinner in the Prince's honour.

Admiral Bayle, the Commander of the French Fleet in the Far East, is offering a reward of \$5,000 for trustworthy information of the actual whereabouts of Commander de Cuvierville, French Naval attaché in Port Arthur, who left that place on the 17th August last.

The new Java-China-Japan Line, subsidised by the Dutch Government, and which constitutes a regular monthly service via Macassar, Soerabaya, Samarang, and Batavia, to Hongkong, Shanghai, Moji, Kobe, Yokohama, and Amoy, is imparting a considerable impetus to the export trade of the Dutch Indies.

"Ma," asked a little five-year-old, "who was being initiated into the complications of theology, "when I go to Heaven will I have wings like the other angels?" "Yes, my dear," said the mother. The youngster was thoughtful for a moment. Then he looked up again. "And shall I go to bed at nights, or have to sit on a perch like a chuckie hen?"

A Roman Catholic procession of "The Holy Rosary" took place yesterday afternoon in Glencaly Cathedral compound. There were 15 banners representing the 15 mysteries—joyful, sorrowful and glorious. An image of the Virgin was carried around; and the large congregation joined in the singing of the "Ave Maria," and other prayers.

Early next year the 119th Bombay Infantry and 129th Baluchis may come to Hongkong.

Sanitary measures against Hongkong are still adopted at Manila, Indo-China, Burma, Shanghai, Madras, Bengal, British North Borneo, Labuan, Newchwang and Siam.

According to *L'Indo Chinois*, people in the "exquisite" town of Hanoi, of which the neighbouring settlement, Cochinchina, is envious, in spite of their peculiarities, are not a bad lot. "Hanoi" soit qui peut.

An examination, open to all qualified natural-born British subjects, for appointment in the Civil Service of India or for Eastern Cadetships in the Colonial Service or for clerkships in the Home Civil Service, will take place in London commencing on the 1st August, 1905.

The torrential rains on Saturday caused the postponement of the Gymkhana. The Bowring Green at Kowloon was also made impossible, and the expected finals were not played. There was no cricket. Sport, generally, was off; the more restless element of the community, unable to sit on balconies with novels, dusted the ping-pong set.

When the land officer certifies that a reassignment has been made for the sole purpose of enabling the mortgagor as the owner of any property held from the Crown to obtain a Crown lease and a new mortgage of the same property similar in all respects to the previous mortgage is made immediately upon the granting of such Crown lease, reassignment and new mortgage are exempt from stamp duty.

Among the Chinese labourers who recently arrived at the Van Ryn Mine, Johannesburg, is one who proudly exhibits two British medals. The first of these is for service in China, the labour having at one time been a private of the native regiment stationed at Weihsien. The second is the Coronation medal, the Chinaman having been one of the party sent to London in 1902 to represent his regiment.

From October 24 to December 31 obstructions will be laid in an area to the south of Stonecutter's Island. The area will be defined by two small black buoys, each surmounted by a white flag, laid about 1,500 yards south of the southernmost point of Stonecutter's Island. The east and west boundaries will be drawn due north to meet the Island. Anchoring within this area will be prohibited, but there will be no obstruction to through navigation.

At the end of 1903, the railway lines under construction in Russia amounted to 5,929 versts (3,700 miles). The St. Petersburg-Vitebsk line, which is to put the capital into direct communication with Kieff and Odessa, has been opened as far as Zlobinsk. It is said that the great line from Orenburg to Tashkent will be open for through traffic in the spring of 1905, and that the rails have already been laid along the whole track excepting a central section of about 200 miles.

Here is the programme of music to be performed by the band of the 11th Mahrattas on the New Parade Ground this (Monday) evening, from 4.30 p.m. to 6 p.m.—

March "Eliza!" Wagner

Overture to... "Rosamunde" Solnhofen

Song "O, dry those tears!" Teresa del Rio

Selection from "Rigoletto" Verdi

Melody Padewski

Selection from "Box and Cox" Sullivan

[REUTER'S SERVICE.]

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

DEATH OF THE "SQUIRE OF MALWOOD."

LONDON, 1st October. Sir William Harcourt is dead, having died suddenly in his sleep.

[Men and Women of the Time] gives the following details of the career of the deceased statesman.

Harcourt. The Right Hon. Sir William George Granville Venables Vernon, M.P., P.C., second son of the Rev. William Vernon Harcourt, and grandson of a former Archbishop of York, born Oct. 14, 1827, was educated at Trinity College, Cambridge, of which he was a scholar, and graduated in high honours in 1851. He was called to the Bar at the Inner Temple in 1854, and went the Home circuit. He unsuccessfully contested the Kirklees burghs in 1858. Mr. Harcourt was appointed a Queen's Counsel in 1866; and was returned to the House of Commons for the city of Oxford in the Liberal interest in 1868. He was elected Professor of International Law in the University of Cambridge, March 2, 1869; and he was a member of the Royal Commission for amending the Neutralities Laws; and of the Royal Commission for amending the Naturalization Laws. He was appointed Solicitor-General in Nov. 1873, on which occasion he was knighted, and he held that office until the resignation of Mr. Gladstone's administration in the following February. When Mr. Gladstone returned to power in May, 1880, Sir W. Harcourt was nominated Secretary of State for the Home Department. On his going down to Oxford for re-election on that occasion he was defeated, polling only 2,681 votes against 2,735 recorded in favour of his Conservative antagonist Mr. A. W. Ha'l. At this juncture Mr. Plimsoll, M.P. for Derby, very generously accepted the Chiltern Hundreds, whereupon Sir W. Harcourt was elected one of the representatives of that borough in his stead. Sir W. Harcourt was presented with the freedom of the city of Glasgow, Oct. 25, 1881. He went out of office with his party in June, 1885; but on the return of the Liberals to power in Jan., 1886, he was made Chancellor of the Exchequer. He was re-elected for Derby at both the General Elections (1885 and 1886). He is one of the cleverest Parliamentary debaters, and is spoken of as the probable future leader of his party. He was one of the original contributors to the *Saturday Review*, and has written various political pamphlets and letters on international law in the *Times*, published under the pseudonym of "Historicus." The latter were reprinted in volume, with considerable additions (1869). Sir William Harcourt married, first, in 1859, Thérèse, daughter of Lady Thérèse Lewis— aunt to the Earl of Clarendon and a widow of the late Sir George Cornwall Lewis, Bart.— by her first husband, T. Lister, Esq.; and secondly, in 1876, Mrs. Ives, daughter of the late John Lothrop Motley, the historian, and sometime United States Minister in London.]

[REUTER'S SERVICE.]

RAILWAYS IN CHINA.

LONDON, 29th September. Washington wires that Mr. Conger has telegraphed that China has promised Americans and British shall have the preference if foreign capital is required for the extension of the Han-kang railway to Chinkiang. Mr. Conger wishes to know soon if American capitalists care to embark in the enterprise.

THE KAISER TO VISIT ENGLAND.

LONDON, 30th September. The German newspapers report that the Kaiser will visit King Edward in November.

RUSSIA'S CHAUVINISTIC PRESS.

LONDON, 30th September. The semi-official *Journal de St. Petersbourg* reproduces an article from a Moscow paper declaring that Russia cannot and need not recognize the Tibetan treaty, which displays the bad faith and off-handedness of the British Government.

A PRIZE FIGHT.

Yesterday there was a prize fight on a Chinese island in the vicinity of British territory, the combatants being Jack Burke and McPhee. Sam Newman was timekeeper, and a gondolier whose name was given as Mr. Barnes was referee. The fight, which was attended by a large company of sportsmen from Hongkong, resolved itself into a fiasco, owing chiefly to the referee. In the first and second rounds Burke gave better than he got, putting several hard jabs on the jaw as well as a number of punishing body blows. In the third round McPhee assumed the attack. He landed an upper cut on his opponent's jaw, followed up with a right-handed swing, meant for the kidneys. Burke fainted and put in a blow for the wind which McPhee parried, with the result that McPhee's fist came down on his opponent's stomach. Loud cries were raised for a foul, the contention being that the punch was below the belt. The referee in the first place, admitted that Burke was in the right, and pronounced in favour of the fight proceeding. Latterly however he appeared to be overcome by the voices of parties outside the ring, and he gave judgment for McPhee. The company

service, calling at Colombo regularly. She is 410 feet in length, 25 feet wide and 30.9 feet deep. The passenger accommodation consists of large 2 and 3 berth rooms. The *Martaban* is able to deal with bulky pieces of cargo. She has 13 derricks, all having an out-reach of fully 8 feet over the ship's side, the lifts ranging up to 20 tons, so that cargo of practically any weight in bulk might be conveniently handled.

THE WAR.

[REUTER'S SERVICE.]

LONDON, 29th September. General Kuropatkin wired on the 29th inst. that the Japanese had begun an offensive movement along the entire east and south fronts.

THE RUSSIAN NAVY.

LONDON, 29th September. The *Temps* states that Russia has ordered eleven destroyers from the Forges des Chantiers Méditerranée, deliverable in fifteen months, and is negotiating for cruisers of the *Bayan* type.

INTERNATIONAL LAW AT THE HAGUE.

LONDON, 29th September. The eminent Russian jurist Demaertens speaking yesterday of the conference on international law at the Hague, referred to a Ulase defining the state of things to be observed during the war. He pointed out some declarations made at the Hague conference which were embodied therein, but said that some of the Hague conventions were only for five years, which period had not been renewed.

COAL FOR BELLIGERENTS.

LONDON, 30th September. Five German colliers left Cardiff and Newport yesterday for Porto Praya, a seaport in the Cape Verde Islands. It is understood they are on Russian account.

MUKDEN ABANDONED.

LONDON, 30th September. The Standard's correspondent with General Kuroki on the 28th ultimo wired that Kuroki's main force had fallen back north of Mukden and upon Teiling, but a considerable body of

HONGKONG JOTTINGS.

How often have the unofficial members of the Legislative Council been taxed with timidity, supineness, *et cetera*, and adjured to speak up and prove that they were not ornamental dummies sitting there to give a semblance of popular support to all official doings and misdoings? Now, when the Hon. R. Shewan has flung himself into the breach, like a sarcastic Berserker, and started them that sit in darkness with a few vivid flashes of popular feeling, we are not satisfied. We are high-toned in Hongkong, and Mr. Shewan's cue should have been Japanese, like this: Design to honourably excuse such a despicable comment, which is expressed by desire of an unworthy community, but when the Deforestation Department put their heads together over this knotty timber question they were not in a position to see wood for trees. Because he let his sense of humour get the upper hand, this oratorical Ajax drew down upon himself, not only the official lightnings, but the chilly displeasure of those whose cause he championed. I feel sorry for him, for his only sin was that he didn't copy Dogberry, and regard the Legislative Assembly as a Public Disassembly.

Now, dropping the criticism, let us look at the reply. If the Hon. R. Shewan's attack on officialdom was not well done, officialdom's reply was no better. Evidently the Colonial Secretary was caught off his guard. All the time, it must be understood, I am confining myself to the parts of the discussion relative to the Deforestation Department's labour of love. The Colonial Secretary's reply on this head was one of the most vulnerable official rejoinders I have ever come across. Following up the persistent plan of evading the issue, the Hon. F. H. May opened his mouth and was safely delivered of a pseudo-epigrammatic generality. It was an observation so remarkable that I must begin a new paragraph with it.

"It is," he said, "one more example of the innate aversion Englishmen have to anything connected with science. They do things in a half-dog sort of way; but do they, in a scientific way, and they seem to have no appreciation whatever." I like that. Fancy the Secretary of British Crown Colony officially describing his nation as unscientific bulldogs. But has the Englishman an innate aversion to anything connected with science? If there is a more positivistic race than ours, which is it? Isn't it that he always clamours for measures, and details, and figures, and facts? A wise and witty Continental has said that "the Englishman accepts a fit of delirium if it appears with footnotes, and is conquered by an absurdity if it be accompanied by diagrams." Even that sounds more apt than the Colonial Secretary's dictum.

The Colonial Secretary is an Englishman—no, an Irishman—and he has evidently been "conquered by an absurdity" disguised by a scientific shibboleth. Is there anything scientific about a sawyer? How is tree-cutting connected with science? It is that blessed word "expert" which has subduced the official mind. It seems somehow sacrilegious to contradict an Expert. Yet I believe when the lawyers want them, they can always find experts for both sides of a case, who will contradict each other with the greatest pleasure in the world. There is science and science. The "muddled oaf" prates of it. There is "science" in the "art" of self-defence and eye-blacking. There is "scientific dressmaking." But if there is such a thing as a scientific sawyer, he doesn't stop Hongkong or Aberdeen side. They haven't got the hot platinum wire to work at the B. & A. Department yet.

It's a little too cheap, this talk about experts and science. It takes some experience and training to make trees grow; but even the notorious little American child with the impudence in his taradiddum could chop them down. This reference to George Washington reminds me of the Governor's share in the discussion. His Excellency claimed the responsibility for the Philistinism, and his reason was a chivalrous one; but while I like the national esprit which made him say: "Easy there on my subordinates—I am the one to blame" (for that is what his reply amounted to), I am not going to let him do the Quintus Curtius act without a protest. The sorry business began before His Excellency saw Hongkong, by some Jack Horner who probably thought to "pull out a plum" for the exchequer, and then say "what a good boy am I." The little bid for kudos has missed fire. Instead of putting in his thumb, John Horner has put his foot in it.

If the Afforestation Department was started at Hongkong chiefly for aesthetic reasons, there is no excuse, scientific or otherwise, for its recent lapses into money-grubbing. If, on the contrary, its legitimate business is the growing of timber for profit, then it must suffer greater aspirations still, for with all its expertise and science it hasn't yet made half a beginning on proper business lines. If it is going in for selling firewood, it has so far laid in a very small stock. There is ample room for moro to grow. The estimates show that something more than a mere "thinning" is contemplated.

When His Excellency the Governor has had time to take his bearings, as the nautical man would say, I believe the ladies of Hongkong are resolved to again petition the Government to institute a system of registration for domestic servants. This subject can no more be kept out of Hongkong politics than King Charles' head could be suppressed in the narratives of Mr. Dick, unless in some miraculous way an adequate supply of honest and efficient domestic servants can be secured to the Colony. Up to the time of the rejection of the last petition I

had imagined that Hongkong's sorrows were unique, but I have since seen that people suffer from bad and dishonest servants in several towns in India and seek protection by the same means. A petition is even now being circulated for signature in Singapore. So far, Ceylon enjoys the happy distinction of being the only place in Asia under British rule where a registration system for domestic servants is in operation. It is obvious that the need is much greater here than there, and the police reports of the last few years supply effective argument in support of such a demand upon the Government as the ladies of the Colony have made and are prepared to make again. The topic reminds me of an incident which came under my notice a few days ago. A lady dissatisfied with a newly engaged "boy" asked the cook to find a "more better" specimen of the genus. After somedays the cook came to say he could find no "boys" that he believed to be honest who were wanting "pilgrim." He apparently knew many of the other sort, but wisely declined to accept responsibility for them. This lady like many others in the Colony has for the present to console herself with the reflection that it is better to have a fool than a rogue in the house.

BANYAN.

THE TIBET MISSION.

RELEASE OF PRISONERS.

An undated despatch from Lhasa, via Gyantse, September 15th says:

One of the most satisfactory features of our presence at Lhasa is the release of political prisoners who have been imprisoned on account of assistance rendered to British and Japanese subjects. We have discovered that there is a secret tribunal and inquisition at Lhasa appointed by the National Assembly to try political offenders, who are subjected to an ordeal by torture as in the Middle Ages. It is well known that on the return of the Bengal explorer Sarat Chandra Das to India in 1883 a large number of Tibetans were punished for affording him hospitality and assistance. Chandra Das's patron, the minister of the Tashi Lama, was banished; the head lama of Dongtse Monastery, who entertained him, was removed to Kangri and there thrown into the river; and numerous others were punished in different parts of the country, many of whom have been released through our influence. The only two offenders known to be imprisoned at Lhasa in connection with Chandra Das have been set free. These were the steward of Phale Estate, where Chandra Das stayed near Dongtse, and his son. The old man was brought into durbar, weak and tottering, his chains having been removed from his limbs that morning for the first time in twenty years. He came in, beaming with happiness and blinking at the unaccountable light like a blind man whose sight had been miraculously restored. He and his son, if not too weak, will accompany us on the return march for Gyantse. At the same time were released two men imprisoned in connection with Kawaguchi, the Japanese traveller who visited Lhasa in the disguise of a Chinese pilgrim and resided at Seru Monastery. On his arrival in India his identity was discovered and the lama who was his teacher at Seru was imprisoned and cruelly beaten, and a Bhutia trader from Darjeeling who had befriended him. These men looked bowed down and broken, and are entirely destitute. They will accompany us to Gyantse.

The restitution to liberty of these wretched men is in itself sufficient to justify our advance to Lhasa. The same morning we formally released the Tibetan prisoners, seventy-six wild, long-haired men, with ornamental charms to which they still attribute efficacy. They were an unnatural-looking crowd, and simple and honest in appearance, more pleasing than the common degraded type of monk of the Lhasa monasteries. Each was given Rs. 5 for their journey and went off, wildly delighted, chuckling, and bobbing to every Englishman they saw; and no doubt they will carry the story of our humanity and kindness to the far distant corners of Tibet.

Then indarbar followed a scene which reminded one of a play, before the curtain falls, when the characters are called on the stage and apprised of their changed fortunes and everything ends happily. The political prisoners were first informed of their release. General Macdonald said he had given orders to liberate prisoners in every post on the line. The Shapes promised the release of the political offenders all over Tibet who were in trouble in connection with British subjects. The Commissioner then remitted the fine of Rx. 5,000 exacted on account of the lama who attacked British officers, but kept back a thousand as compensation to the families of the two servants who were brutally ill-treated and murdered at Gyantse. The four hostages from the monasteries were then set free and the durbar closed. The Shapes lingered in the hall laughing and chatting, their gaiety and cheerfulness being in marked contrast with the sullen manner in which they had expostulated with us on the road.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 2nd at 11.25 a.m. The barometer has risen throughout China and to a less extent in the Philippines, and fallen in Japan.

The greatest pressure lies to the north of Corea and the least in the Pacific, east of Izuon.

Gradients are moderate on the China Coast, and moderate to fresh N.E. winds will prevail in the Formosa Channel and light N. to N.E. winds in the northern part of the China Sea.

Forecast:—light N. winds, cloudy, fair.

MACNIVEN & CAMERON'S "J" PENS. are by special device in manufacture the smoothest and most quill-like nibs to be obtained anywhere.

Black J. Gilt J. Big J.
In Gd. and Is. boxes, at all Stationers,
WAVELL WORKS, EDINBURGH. [402-4]

THE DISPERSAL OF THE RUSSIAN FLEET.

ADMIRAL ALEXIEFF'S REPORT.

The Emperor of Russia has received the following telegram, dated the 17th ult., from Admiral Alexieff:

I submit to your Majesty the report of the commander of the cruiser squadron, who returned on the 16th inst. to Vladivostok with the cruisers *Rossiya* and *Gromovoi*:

"At half-past four on the morning of the 13th, just as day was breaking, I approached the parallel of Fusan with the cruisers *Rurik*, *Rossiya*, and *Gromovoi*, under full steam. Forty-two miles from Fusan, and thirty-six miles from the northern lightship of Tsushima Island, I turned westwards.

"We soon perceived ahead of us to our right, about eight miles to the north, a Japanese squadron of armoured cruisers which was holding a parallel course with us. It consisted of four vessels of the *Iwate* type. We veered to the left, and, steaming at full speed, made a course to the north-east, with the object of reaching the open sea.

"The enemy, who had the advantage in steaming power, turned immediately and held a parallel course, forcing me to accept battle.

"The fight began at five o'clock in the morning at a distance of more than sixty cable lengths (12,000 yards). Shortly afterwards a second-class cruiser of the *Naniwa* type was seen approaching from the southern straits to rejoin the enemy. Observing my intention to make for the open sea towards the north-east, the cruiser shaped its course in our direction, and thus prevented the execution of our manoeuvre. Consequently, choosing a favourable moment, I turned sharply to the right and steamed towards the north-east, calculating that I would be able to turn northwards before I reached the Korean coast. This manoeuvre was not noticed in time, and as our speed had now increased to seventeen knots, it seemed highly probable that we would succeed in our intention, but in less than five minutes the *Rurik* left the line and hoisted the signal: 'Steering gear not working.'

"I accordingly signalled to her to steer by means of her engines and to keep on our course. Not receiving a reply to that signal, and seeing that all the Japanese cruisers were concentrating their fire on the *Rurik*, all my subsequent manoeuvres had the sole object of affording her an opportunity of repairing her damaged steering gear, by drawing on myself the whole of the enemy's fire in order to cover the *Rurik*.

"At this moment we noticed two other second and third-class cruisers coming up to join the enemy. The signal 'I cannot steer' was then hoisted on the *Rurik*. Manoeuvring in front of her, I gave her an opportunity of retiring in the direction of the Korean coast, then two miles distant.

"About eight o'clock the signal to make for Vladivostok was hoisted. This the *Rurik* repeated, and held on the desired course, the wave raised by her bow indicating that she was steaming at great speed. She followed in the wake of the cruisers *Rossiya* and *Gromovoi* towards the north-west, fighting all the time with the enemy, who held a parallel course at a distance of 24 cable lengths from us. The *Rurik* was then about four miles south-west of us.

"The fight had now lasted fully two hours. We had sustained considerable damage. On the cruiser *Rossiya* three funnels were holed and three of her boilers were rendered useless. She was thus unable to keep up full steam.

"About half-past eight the *Rurik* began to lag very much behind, and she again began to yaw from side to side. We saw that two second-class cruisers had effected a junction and were engaging her. Thereafter she was quickly lost to sight. As Admiral Kamimura, however, was following us steadily with four armoured cruisers, and was thus drawing away from the *Rurik*, I continued the fight on this course, luring the enemy further away to the north, in the hope that the *Rurik* would beat off her two opponents and, in spite of the damage she had sustained, would be able to reach Vladivostok under her own steam.

"Shortly before ten o'clock the enemy, withdrawing to about forty cables' distance, opened the most deadly fire of the whole engagement, loading us to believe that he would afterwards come up to attack us; but to our general astonishment his whole squadron, still firing, bore away from us, the ships turning to the right in succession and ceasing fire, after five hours' desperate fighting.

"I immediately proceeded to ascertain our losses and the extent of the damage we had sustained. On the *Rossiya* eleven holes had been made below the water-line, and six on the *Gromovoi*. The losses of officers on the two cruisers exceeded half their total number, while those of the men amounted to 25 per cent. of the entire strength.

"In view of the above-mentioned circumstances it was absolutely impossible to renew the fight by returning to the spot where we had parted from the *Rurik*, which was then thirty miles to the south.

"It was necessary to stop the engines, taking advantage of the calm weather, hurriedly repair the more serious breaches, and proceed to Vladivostok.

"On the cruiser *Rossiya* our casualties were—Killed: Captain Berlinsky; wounded: Lieutenants Stransoff and Petroff, and Ensigns Dombrovsky, Baron Aminoff, Kolokoloff, and Lehmann. On the *Gromovoi*:—Killed: Lieutenant Brusche and Bolotnikoff, Ensigns Goussevitch and Tatarinoff; wounded: Captain Dabitch, seriously; Lieutenant Molus and Ensign Rudynsky slightly. Lieutenant Molus and Ensign Orloff sustained bruises. On both cruisers 135 sailors were killed and 307 wounded. The dead were buried at sea with the exception of Captain Berlinsky.

In conclusion I consider it my duty to testify to the gallant conduct and devotion to duty displayed by the officers and men of the squadron. They behaved as if they were made of iron, knowing neither fear nor fatigue. Obliged to quit their hammocks to hurry into the fight, and being unable to take food of any kind beforehand, at the end of five hours of battle they still fought with the same vigour and steadfastness as at the beginning of the action. I consider it incumbent upon me to add to this report of the Commander of the Squadron that after making a personal examination of the cruisers, all of which were damaged by the enemy's projectiles, and taking into consideration the losses we sustained, I have been able to appreciate the high degree of firmness, courage, and self-sacrifice with which the respective crews discharged their duty in this unequal battle against numerically superior forces of the enemy."

POLICE COURT.

Saturday, 1st October.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

NO NOTICE

A ricksha coolie was fined \$15, including \$4 compensation to complainant, the surgeon in charge of Tung Wu Hospital, for leaving employment without notice.

ILICIT OPIUM ON STEAMERS.

Four Chinamen were charged with unlawful possession of illicit opium on board the river steamer *Kuang Chow*. Mr. Hoggarth, the chief excise officer, said that Chinese steamers plying between Hongkong, Macao, and Canton did an extensive business in illicit opium. One method of carrying on the trade was for the crew to run a divan or supply opium for passengers to smoke on the voyages. On getting close to the wharf the pipes were safely hidden away and only made their reappearance when the vessel was again clear. The first defendant was fined \$50, the third \$25, the fourth \$10, and the second remanded till Monday for further inquiries.

NOT RATS.

A man was charged with stealing camphor oil, property of the Japanese firm of Kusakabe & Co. For some time, it appears, oil has been disappearing from the Co.'s godown at No. 369, Queen's Road West. A watch was set upon the premises, with the result that early on Saturday morning a detective, suspecting a night-soil coolie, arrested him, and found two tins of oil concealed among the filth. There was also a crowbar, and a panel in the door of the godown bore marks. The case was remanded.

ALLEGED UNLAWFUL BURIAL.

A Chinaman was charged with removing a dead body without a permit, and with burying in a place other than a public cemetery. It was said that on the 27th ult. a Chinese girl, aged fourteen years, lost her life through being crushed between two junks at Shaukiwan. It is alleged that the father then took the body away into the New Territory and buried it, and gave the master of the junk \$28 to hold his tongue about the occurrence; but another man turned informer. The case was remanded.

"JAMES" AND "J. W."

The *Ceylon Times* also seems to have been puzzled as to which Mr. Lowther M.P. it was that died. It says: "We were wrong yesterday in believing that it was not the well-known 'Jimmy Lowther,' whose death Reuter announced. 'Who's Who' writes to us to-day:—

"I think you are wrong in what you say about the Right Hon. James Lowther, whose death you announced yesterday. If I remember rightly the late member for Thanet is the well-known 'Jimmy Lowther.' The Deputy Speaker is another James Lowther altogether, and has only been known at all in consequence of his appointment. On the other hand the member for Thanet is very well known and was always I think, caricatured as a stableman with a straw in his mouth. I think I am also right in saying that he is the member who always introduced the motion to adjourn over Derby Day, or at any rate a motion of a similar nature."

The regret will be general over the death of this genuine sportsman. He was a "true blue" if ever there was one. His name was honoured through the length and breadth of the land, and he was as much respected and admired on Newmarket Heath as in the bubble shop or on the political platform. He was one of the men who preached protection and preference in the wilderness before Mr. Chamberlain took up the theme.

ANOTHER PAIN KILLER.

The recent discovery of cocaine, a powerful local anaesthetic, is looked upon as another scientific triumph. It is said that it will make possible operations which might not otherwise take place owing to heart weakness, for the patient remains conscious during its use, although it is applied to the body to which it is applied are insensible to pain. It will also give the surgeon more time for his work, and do away with certain people's conscientious objections to anaesthetics. Although it can be used for amputations, it will probably be most useful for treatment of the thyroid glands. In such operations the use of chloroform is often impracticable. A successful operation of this kind was recently performed with cocaine in a London hospital lasting nearly an hour and a half. Cocaine is injected by a hypodermic needle under the skin at the place where the incision is to be made. After a few moments the skin may be cut without the patient feeling anything. As different and deeper parts are exposed the drug is dropped at intervals of a few minutes. To observe the progress of the operation appears similar to those of the days before chloroform as the patient is conscious and now and again makes some remark. The eyes are covered with a cloth to minimise nervousness, and the patient is strapped to the operating-table to prevent involuntary movements.

NOTICES TO MARINERS.
The following notifications, issued by the Harbour Master at Newchwang, have reached us. "Notice is hereby given that the Japanese steamer *Yatsuma Maru* lies sunk in the Newchwang harbour off the Custom House in mid-stream in 6 fathoms at low water. She lies with her bow up-stream, showing about 12 feet of her masts above water, and until removed, a sumpva will be made fast to the wreck, showing a red flag during the day and a red light during the night."

"Notice is hereby given that the Treaty Power Consuls have decided, in view of the re-establishment of normal conditions as regards navigation, to abolish from to-day the extra 50 per cent. charge for pilotage temporarily authorised in Harbour notification No. 3 of 2nd April, 1904."

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD,

(Same Premises as MEESTER, Ah Chee.)

135

Hongkong, 8th August, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unremanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash. Telegraphic Address: PRESS, Codes: A.D.C., 5th Ed. Liefer's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE Firm name of CURREEM & CO., Merchants and Commission Agents, will henceforth be known as RUMJAHN & CO., of which Mr. AHMET RUMJAHN is the Sole Proprietor. Hongkong, 1st October, 1904. 2356

TO LET.

PART of A HOUSE, consisting of Five Rooms, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour. Immediate possession. Apply to— S. V. A., Care of Daily Press Office. Hongkong, 3rd October, 1904. 2357

TO LET.

BANGOU (PEAK). THE EYRE (PEAK). ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE. BELLIOS TERRACE, Nos. 11, 13 & 21. BEACONSFIELD ARCADE, No. 14, 1st Floor. ONE SHOP in BEACONSFIELD ARCADE. Apply to— LINSTEAD & DAVIS. Hongkong, 3rd October, 1904. 1422

TO LET.

IN THE SUPREME COURT OF HONGKONG. PROBATE JURISDICTION. In the Goods of JAMES HENRY COX, Deceased.

NOTICE.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of Ordinance No. 2 of 1897 made an Order limiting the time for creditors and others to send in their claims against the above estate to the 29th December, 1904. All Creditors are accordingly hereby required to send their claims to the undersigned on or before that date. Dated the 29th day of September, 1904. DEACON, LOOKER & LOOKER, Solicitors for the Executors. 2358

NOTICE.

I HEREBY BEG to inform Drinkers of TANSAN, that I have ceased to use Corks made by the London Crown Cork Co. as they have given me dissatisfaction, and that I am now using a Cork which will keep the water in excellent condition and free from ullages. J. CLIFFORD WILKINSON, Koto, Japan; Sole Agents, Hongkong— H. PRICE & CO., 12, Queen's Road Central, Hongkong, 3rd October, 1904. 2359

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS. No. 67.

Removal work at Canton River Barriers; precautions to be observed by passing vessels.

NOTICE IS HEREBY GIVEN that removal work at the Canton River Barriers will shortly commence, and that, with a view to avoid endangering the lives of those engaged on it, the following rules should be observed by passing vessels.

1. When a red and white flag [International] is shown from a barrier, or from a boat in the neighbourhood of a barrier, it will indicate that the wish of a steamer is liable to endanger life and property.

Under these circumstances a steamer should pass that neighbourhood at as slow a speed as possible.

2. When a red flag is shown from a barrier or from a boat in the neighbourhood of a barrier it will indicate that a vessel must not so long as that flag is flying attempt to pass the barrier.

This latter is an emergency signal to meet possible contingencies.

J. HOWELL MAY, Harbor Master.

Approved, S. M. RUSSELL, Deputy Commissioner of Customs. Custom House, Canton, 1st October, 1904. 2360

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

ON

SATURDAY, the 8th OCTOBER, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road,

A FINE ASSORTMENT OF

JAPANESE CURIOS, comprising— FINE ART GLASS SATSUMA, SILVER CLOISONNE, FANCY BRONZES, IVORY STICK and UMBRELLA HANDLES, ALBUMS, IVORY INLAID PANELS, EMBROIDERIES, SILK EMBROIDERED SCLEPENS, &c., &c.

TERMS OF SALE.—As customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 3rd October, 1904. 1261

INTIMATIONS

HONGKONG VOLUNTEER CORPS. A PROMENADE CONCERT will be given on THE VOLUNTEER PARADE GROUND, on WEDNESDAY, OCTOBER 5th, 1904, commencing at 9 P.M.

Tickets, \$1 and \$1, may be obtained from VOLUNTEER HEAD QUARTERS, or Messrs. KELLY & WALSH, LTD. Hongkong, 29th September, 1904. 2327

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held at the CITY HALL on SATURDAY, the 8th OCTOBER, at 3.30 P.M. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 24th September, 1904. 2295

THE HONGKONG DAIRY.

BEG TO NOTIFY their Kowloon Customers and Residents that they have appointed H. RUTTONEE as their AGENT for the Sale of Fresh Milk and Dairy Products in that District. Delivers twice daily to any part of the Colony. G. W. GEGG, Manager. Hongkong, 29th September, 1904. 2328

COMPAGNIE DES MESSAGERIES MARITIMES. HONGKONG AGENCY.

NOTICE.

DURING my Absence, from Hongkong M. L. BRIDOU will take charge of this Agency. G. DE CHAMPEAUX, Agent. Hongkong, 30th September, 1904. 2351

NOTICE OF REMOVAL.

MESSRS. LEIGH & ORANGE, Civil Engineers and Architects, have removed to No. 1, DES VUEX ROAD, PRINCE'S BUILDING. Hongkong, 1st October, 1904. 2345

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN of 1886, E.

36TH HALF-YEARLY DRAWING.

INTEREST Due and DRAWN BONDS of this Loan will be payable at the Offices of the Corporation on or after the 30th September, 1904.

All Creditors are accordingly hereby required to send their claims to the undersigned on or before that date.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents issuing the Loan. J. R. M. SMITH, Chief Manager. Hongkong, 29th September, 1904. 1240

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo, and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERTLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO. S.S., OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 20th May, 1904. 2265

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.

Swatow, 1st June, 1904. 2160

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRADBY and HINCLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

This latter is an emergency signal to meet possible contingencies.

J. HOWELL MAY, Harbor Master.

Approved, S. M. RUSSELL, Deputy Commissioner of Customs.

Custom House, Canton, 1st October, 1904. 2360

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TERMS OF SALE.—As customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 3rd October, 1904. 1261

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-DAY

(MONDAY), the 3rd OCTOBER, 1904, commencing at 11.30 A.M., at his SALES ROOMS, Duddell Street, A FINE ASSORTMENT of JEWELLERY (All Guaranteed 18 Carat Gold).

Comprising— DIAMONDS, RUBIES, EMERALDS, SAPPHIRES, &c., set in RINGS, BROOCHES, SCARF PINS, BRACELETS, EAR-RINGS, &c., &c.

Also A FEW GOLD REPEATER WATCHES.

TERMS.—Cash on delivery.

Catalogues will be issued.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 3rd October, 1904. 1262

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONEE'S KOWLOON STORE, No. 36, Elgin Road.

Price 15 cents per copy cash.

Hongkong, 2nd December, 1904.

PUBLIC COMPANIES

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Company will be CLOSED from the 29th SEPTEMBER to the 1st OCTOBER Next, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 23rd September, 1904. 2328

A. S. WATSON & CO., LIMITED.

ISSUE of 30,000 NEW SHARES of \$10 EACH.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th SEPTEMBER to the 8th OCTOBER, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 27th September, 1904. 2320

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 20th OCTOBER, 1904, at NOON, for the purpose of receiving the report of the Directors together with statements of account for the year 1903 and for the half year ending 30th June, 1904, and of declaring dividends.

Apply to— JARDINE, MATHESON & CO.,

Hongkong, 8th August, 1904. 1717

TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, after the 30th September, at present known as the Alexandra House (opposite the General Post Office). Suitable for Hotel or Boarding House purposes, also ROOMS or OFFICES on the First Floor of the same Building.

Apply to— YEE SANG FAT,

Above Address.

Hongkong, 7th September, 1904. 2171

TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, after the 30th September, at present known as the Alexandra House (opposite the General Post Office). Suitable for Hotel or Boarding House purposes, also ROOMS or OFFICES on the First Floor of the same Building.

Apply to— YEE SANG FAT,

Above Address.

Hongkong, 23rd May, 1903. 22

TO LET.

THE BANK OF TAIWAN (FORMOSA), LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORISED CAPITAL.....

Subscribed.....

PAID-UP.....

RESERVE FUND.....

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 5% per annum.

On Fixed Deposits—

For 12 months.....

" 6 "

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

PHEONIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.

Agents for the Phoenix Fire Office Hongkong, 17th August, 1897.

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospects on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903
216,898,650.

I. AUTHORIZED CAPITAL... 29,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL..... 637,500 0 0

II. FIRE FUNDS..... 3,056,951 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMEY & CO., Agents.

Hongkong, 18th June, 1904.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong 28th April, 1904.

THE UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904.

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR THE REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that RICHARD MATHEWS AND COMPANY, LIMITED, of 24 and 25, Hart Street, Bloomsbury, London, England, have on the 4th day of June, 1904, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

"The Prince of Wales' feathers in a CROWN, with the word "Carlton" on a scroll across the feathers, and with the words "Richd. Mathews & Co." above the feathers, and the words "Trade Mark" below,"

in the name of RICHARD MATHEWS AND COMPANY, LIMITED, of 24 and 25, Hart Street, Bloomsbury, London, England, who claim to be the sole proprietor thereof.

The TRADE MARK has been used by the applicants in respect of Wines and Spirits in Class 43.

A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the undersigned.

Dated the 2nd day of August, 1904.
(Sd) GEO. K. HALL BRUTTON,
Nos. 39 & 41, Des Vaux Road,
Victoria, Hongkong,

1896 on behalf of the Applicants.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that WILLIAM EDWARD PEARSON, of Savoy Mansions, London, England, Manufacturer, has on the 21st day of July, 1904, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following Trade Mark:

"The Works are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS."

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE.

INTIMATIONS

THE CLIFFORD-WILKINSON
TANSAN MINERAL
WATER CO., LTD.

(To be Incorporated under the Companies Ordinances of Hongkong 1865 to 1890).
CAPITAL 500,000 Yen
in 5000 Shares of Yen 100 each.

For Prospectus, apply to
THE CHARTERED BANK OF INDIA, AUSTRALIA
AND CHINA, and
THE INTERNATIONAL BANKING CORPORATION, or their Correspondents.

Subscription lists are open for twenty days.
Hongkong, 22nd September, 1904.

WHISKIES.

BUCHANAN'S CELEBRATED
BLEND OF SCOTCH WHISKY are
Supplied by Royal Warrant of Appointment to
His Majesty King Edward VII. The Prince of
Wales, and also to the House of Lords and
the House of Commons.

Buchanan's Whiskies are recognised throughout
the World as the Best.

Buchanan Blend 812.50
Black and White 816.50
Royal Household 820.50

Try one case and you will never want any other
Whisky.

A. CHAZALON & CO.,
Wine Merchants and General Strokers,
6, Queen's Road,
Hongkong, 22nd August, 1904.

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE Imitations.

F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903.

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Lime Manufacturers.

All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE and MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899.

A. LING & CO.,
FURNITURE STORE,
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
88, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

TONG CHONG WO & CO.
No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES.

They are made of best Havana leaves and
possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904.

AMOY ENGINEERING CO., LTD., AMOY
CALL FLAG E.

REPAIR WORK to Steamers and
to Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.

J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903.

150

DOCK NO. 1 (at TATEGAMI)
Extreme Length... 532 feet.
Length on Blocks ... 513
Width of Entrance on Top ... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 264

DOCK NO. 2 (at MUKAIJIMA)
Extreme Length... 371 feet
Length on Blocks ... 350
Width of Entrance on Top ... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22

PATENT SLIP (at KOSUE)
Can take vessel up to 1,000 tons GRT.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILDING
and MARINE ENGINEERING as well as
in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
with POWERFUL SALVAGE PLANT
READY at SHORT NOTICE.

BOARD AND RESIDENCE

"TANG YUEN,"
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisin
and Accommodation.

Apply— MANAGERESS,
Macdonnell Road

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903.

171

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904.

12265

BOARD AND RESIDENCE.

CONFORTABLY FURNISHED
ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 1st January, 1892.

21

CORRESPONDENCE.

A DUTIFUL BROTHER.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 29th September.

SIR.—My brother Mr. E. V. Xavier, the manager of Messrs. Arnhold, Karberg and Co.'s oil tanks in Fati, being ill, and consequently unable to contradict your correspondent's account of the fire that took place there on the 26th inst., I feel it is my duty to say that it is not true that he "was severely burnt while saving his property."

His personal effects, which he overlooked, and which were not insured, were almost completely destroyed.

His only object was to safeguard the interests of his employer, and in doing so, he injured himself.—Yours truly,

H. H. XAVIER.
c/o Messrs. Herbert Dent & Co.

Canton, 30th September.

SIR.—With reference to the Canton Notes published in the columns of your paper of the 29th inst. re "the big oil blaze," will you be so good as to allow me space to correct one or two errors of your correspondent, which might have caused a bad impression in the mind of the public?

In that article your correspondent says: (The fire) "in its earliest stages, indeed, it threatened the residence of the Portuguese caretaker situated barely twenty yards away to windward. The woodwork of the window in this house was consumed, and the unfortunate occupant, was severely burnt, while saving his property, his wife also suffering to some extent."

The facts of the matter are these: On the day in question, at about 5 o'clock p.m., Mr. Xavier, the manager in charge of the kerosene godown in Fung Tsui (not Fati), was talking to some officers of s.s. *Attaka* on the Bund, and when he heard the alarm of fire he ran immediately to the godown, and the door being opened saw dense smoke coming out and the cargo was in full blaze. While bravely attempting to put out the flame by throwing sand, his clothing caught fire, which he did not even know, but an Indian watchman dragged him out of the flame and rolled him in the sand, and then picked him up and dipped him into the water to save his life. His left leg, right hand, and some part of his body were badly burnt, and he is still suffering from the effects of it.

Under these circumstances it is but right that there should be a clear exposition of his case, so as not to cast any slur upon his character. To say that he was severely burnt while saving his property is untrue, and prejudicial to him. His furniture and clothing were all damaged. Your correspondent must have been misinformed or under a wrong impression. Instead of saving his own property Mr. Xavier sacrificed his personal interest and safety and that of his family, and went bravely to the rescue of his employer's property which was entrusted to his care. For his behaviour in acting as he did he deserves every possible consideration and compensation for the loss and suffering that he has undergone.

Thinking you in anticipation for the insertion of the above.—I remain, yours truly,

A FRIEND.

COUNTY CRICKET CHAMPIONSHIP.

The season's county cricket Championship, which opened April 9th, is over. Lancashire is at the top with an unbeaten record, and, despite her long succession of drawn games in August and her narrow escapes at the hands of Yorkshire and at least one other county, she possessed the most level lot of players. Her amateurs MacLaren, Spooner, Hornby and Findlay, have been of the greatest assistance: the best professional batsman in England, Tyldesley, has rarely failed to come off: whilst Cattell, Hallows, Sharpe and later, Kermeode the Australian, have kept the attack strong throughout the season. Yorkshire beat Kent in the struggle for second place, and Hirst once again is the standout man of a splendid team. Hirst is the only cricketer in England to score over 2,000 runs and take 100 wickets in a season, and he did this early in August. Kent have made wonderful strides, and are a stronger team now than for many years past. Middlesex have not been so successful this year, and once or twice they gave a disappointing display. In Mr. Bosanquet, however, they have the best all-round amateur playing cricket to-day. Surrey is as low as last year in the list, and is a team of which to despair. Hayward is as good a run-getter as ever, but the team seems to lack unity as much as ability. Mr. Raphael, as permanent captain, would mend matters doubtless, as would the discovery of anything approaching another Lehmann or Richardson. The other counties call for little comment, except that Hampshire retains without difficulty the wooden spoon, and that Essex and Worcester have gone back greatly.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CAETRIDGE

FIRING 10 SHOTS in 2 SECONDS.

SIEMSENNE & CO.

Hongkong, 3rd October, 1900.

VISITORS TO CANTON

Should purchase

"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (s.r. "HANKOW")

With Illustrations, Maps and Plans.

Price \$1.90

On Sale at—

Hongkong: "DAILY PRESS" Office.

SHIPPING.

ARRIVALS.

BORNEO, German str., 1,344 E. Muhle, 1st October.—Sandakan 27th Sept., Timber and General—Melchers & Co.
CARL DIEDERICHSSEN, German str., 774, H. Schlaikier, 2nd Oct.—Hoihoi 1st Oct., General—Johsen & Co.
CHOISANO, British str., 1,424 Roop, 2nd Oct., Shanghai 25th Sept., General—Jardine, Matheson & Co.
CHUNSAO, British str., 1,416, R. Cox, 1st October.—Meji 23rd September, Coal—Jardine, Matheson & Co.
COURTEFIELD, British str., 2,84 J. W. Martin, Durban 6th September.—Balast—Gibb, Livingston & Co.
DEVAWONGSE, German str., 1,058 Chr. Kumpel, 2nd Oct.—Bangkok 27th Sept., and Swatow 1st Oct., Rice and Timber—Butterfield & Swire.
ELO, Norwegian str., 708, Christensen, 30th Sept.—Nioi 26th September, General—Sander, Wieler & Co.
GLENCOLE, British str., 2,399, W. T. Luckins, 30th September.—Singapore 25th Sept., General—Chinese.
HAILAN, French str., L. Anderson, 30th September.—Pakhoi and Hoiih 29th Sept., General and Pigs—A. R. Mart.
JOHANNE, German str., 952, Iphand, 1st Oct.—Haiphong 27th September, Hoihoi 30th September, General—Jelsen & Co.
KIUKLANG, British str., 1,223 Harris, 1st October.—Canton 30th Sept., General—Butterfield & Swire.
KWANGLEE, Chinese str., 1,510 Lincoln, 1st October.—Canton 30th September, General—Chinese.
KWANG-TAN, Chinese str., 1,536 Wm. H. Lum, 1st October.—Shanghai 28th September, General—Chinese.
LACHTES, British str., 1,341, J. B. Jackson, 1st October.—Suigon 26th September, General—Chinese.
MADELEINE RICKMERS, German str., 1,020, L. Gorchen, 1st October.—Bangkok 29th September, Rice—Butterfield & Swire.
PROMISE, Norwegian str., 713, E. Thorstensen, 1st October.—Bangkok 24th Sept., Rice—Chinese.
PROVIDENCE, Norwegian str., 692, C. Cornelissen, Aning, Amoy and Swatow 1st Oct., General—Osaka Shosen Kaisha.
PURNEA, British str., 2,137, J. Pearson, 2nd October.—Singapore 27th Sept., General—Jardine, Matheson & Co.
TAIWAN, British str., 1,460, L. Dawson, 2nd October.—Melbourne and Sydney 9th September, General—Butterfield & Swire.
WUHU, British str., 1,297, E. Richards, 2nd October.—Suigon 1st October, General—Butterfield & Swire.

DEPARTURES.

1st October.
AN PHO, British str., for Saigon.
AUSTRIA, Austrian str., for Trieste.
DEUGALION, British str., for Vancouver.
HONGSEE, British str., for Amoy.
ISLA DE NEGRAS, for Manila.
MARIE JENSEN, German str., for Moji.
PERA, British str., for Shanghai.
RANDE REUNION, British str., for Saigon.
SABINE RICKMERS, British str., for Saigon.
TAISHAN, British str., for Amoy.
URANDA, British str., for Yokohama.
ZAFIRO, British str., for Manila.
2nd October.
AVALA, British str., for Saigon.
BENVENUE, British str., for Yokohama.
CHANGCHEW, British str., for Amoy.
GLENNOBLE, British str., for Rangoon.
HAITAN, British str., for Coast Ports.
HURON, British str., for Bangkok.
KWANG-TAN, Chinese str., for Canton.
M. STRUVE, German str., for Tamsui.
QUEEN ELIZABETH, British ship, for Sydney.
SHAWMUT, American str., for Tacoma.
VESSELS IN DOCK.
1st October.
ABERDEEN DOCKS.—KOWLOON DOCKS.—U. S. S. Pathfinder, Kongman, Lillian Kampt, Athenian, Jacob Diederichsen, Cosmopolitan Dock.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 4th October, 1904, at 1 P.M., the Company's Steamship "AUSTRALIAN," Captain Vervor, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 3rd October. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

6. DE CHAMPEAUX, Agent, Hongkong, 21st September, 1904.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR BOMEAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PESELAN GULF and BAGDAD, also BARCELONA, VALENCE, ALICANTE, ALMERIA and MALAGA.)

THE Steamer "CAPRI" Captain Belisito, will be despatched as above WEDNESDAY, the 12th October, at Noon. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents, Hongkong, 29th September, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLIC.	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	G. Philippo	P. & O. S. N. Co.,	8th inst., at Noon
LONDON, AMSTERDAM & ANTWERP	PATROOLSS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	23rd inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	ULTSES	Brit. str.		BUTTERFIELD & SWIRE	8th Nov.
MARSEILLES, &c., VIA PORTS OF CALL	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 15th inst.
BREMEN, VIA PORTS OF CALL	AUSTRALIEN	Fren. str.	Vernon	MESSAGERIES MARITIMES	To-morrow, 1 P.M.
HAVRE & HAMBURG	SACHSEN	Brit. str.	H. Feyen	MELCHERS & CO.	12th inst., at Noon.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Bebrens	HAMBURG-AMERIK LINE	6th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Döhren	HAMBURG-AMERIK LINE	18th inst.
HAVRE & HAMBURG	BEISGAVIA	Ger. str.	Schilke	HAMBURG-AMERIK LINE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madson	HAMBURG-AMERIK LINE	29th Nov.
DURBAN, NATAL	COVENTFIELD	Brit. str.	Schoenfeldt	HAMBURG-AMERIK LINE	8th inst.
GENOA, MARSEILLES & LIVERPOOL	PINGSUEY	Brit. str.	J. W. Martin	GIBB, LIVINGSTON & CO.	22nd inst.
NEW YORK, VIA PORTS & SUZ CANAL	PORTSMOUTH	Brit. str.	DODWELL & CO., LTD.	GIBB, LIVINGSTON & CO.	About 3rd inst.
VANCOUVER, VIA SHANGHAI, &c.	SCOTIA	Brit. str.	Parker	SHEWAN, TOME & CO.	About 16th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	E. C. Beetham	CANADIAN PACIFIC R. CO.	19th inst.
VICTORIA (B.C.) & SEATTLE VIA NAKI, &c.	TREMONT	Brit. str.	S. Robinson	CANADIAN PACIFIC R. CO.	12th inst.
POZUOL, OREGON	YANGTZE	Brit. str.	T. W. Garlick	DODWELL & CO., LIMITED	7th inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	Wagner	BUTTERFIELD & SWIRE	1st Nov.
AUSTRALIAN PORTS	PROVIDENCE	Brit. str.	McD. Howie	PORTLAND & ASIATIC CO.	10th inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	A. H. Schw	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	A. E. Mees	GIBB, LIVINGSTON & CO.	15th inst., 11 A.M.
SHANGHAI	COROMANDEL	Brit. str.	G. M. Montford	NIPPON YUSEN KAISHA	21st inst., 4 P.M.
CHEFOO & NEWCHWANG	WOOSUNG	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
TAMSUI, VIA SWATOW & AMOY	KUCKIANG	Brit. str.	Harris	PORTLAND & ASIATIC CO.	About 7th inst.
TAMSUI, VIA SWATOW & AMOY	FRIETHOF	Jap. str.	H. A. Haraldsen	OSSAKA SHOSEN KAISHA	9th inst., D'light.
TAMSUI, VIA SWATOW & AMOY	PROVIDENCE	Jap. str.	T. Brandt	OSSAKA SHOSEN KAISHA	11th inst., D'light.
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	K. Kornelinson	OSSAKA SHOSEN KAISHA	12th inst., D'light.
SWATOW, AMOY & FOOCHOW	PURENA	Brit. str.	A. Hansen	OSSAKA SHOSEN KAISHA	13th inst., D'light.
MANILA	HAMUN	Brit. str.	J. B. Pearson	JARDINE, MATHESON & CO.	6th inst., 11 A.M.
YUNENSANG	YUNENSANG	Brit. str.	Robson	Douglas Laprae & Co.	7th inst., 4 P.M.
MANILA DIRECT	TAMING	Brit. str.	Wheeler	JARDINE, MATHESON & CO.	5th inst.
MANILA DIRECT	RUBI	Brit. str.	Pennefather	BUTTERFIELD & SWIRE	5th inst.
MANILA DIRECT	ZAFIRO	Brit. str.	R. W. Almond	SEEWAN, TOME & CO.	6th inst., 10 A.M.
CEBU & ILOILO	KAFONG	Brit. str.	Schw	GIBB, LIVINGSTON & CO.	15th inst., Noon.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	Finlayson	SHEWAN, TOME & CO.	15th inst., 10 A.M.
SINGAPORE, PENANG & CALCUTTA	AFCAB	Brit. str.	Belisito	TOMORROW.	12th inst., Noon.
JAVA PORTS	MANASANG	Dut. str.	A. Stewart	D. W. CRADDOCK Acting General Agent, 9, Fader Street	16th inst., 3 P.M.
KUDA' & SANDAKAN	MAUSANG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	Quick's dispatch.
					7th inst., 4 P.M.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 12th Oct.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 19th Oct.

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 2nd Nov.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.

Hongkong to London, 1st Class, via St. Lawrence 200 via New York 62, Intermediate on Steamers, 240 " 242.

1st Class Rail " 240 " 242.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK Acting General Agent, 9, Fader Street.

"PROVIDENCE" Twin Screw Steamship—2,330 Tons. CAPTAIN, T. W. Garlick, G. V. Williams.

"TAMSIU" VIA SWATOW T. W. Garlick, G. V. Williams.

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**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"ULYSSES"	On 3rd October.
GLASGOW and LIVERPOOL...	"JASON"	On 14th October.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 22nd October.
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL...	"YANGTZE"	On 29th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTSE"	On 1st November.

For freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

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Hongkong, 30th September, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL.
CHEFOO & NEWCHWANG	"KIUKIANG"	On 3rd October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 3rd October.
CEBU & ILOILO	"KAIFONG"	On 4th October.
MANILA	"TAMING"	On 5th October.
YOKOHAMA and KOBE	"TAIWAN"	On 7th October.
SHANGHAI	"WOOSUNG"	On 8th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For freight or passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

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Hongkong, 30th September, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
* MANILA	"YUENSANG"	Monday, 3rd Oct., 4 P.M.
KUDAT & SANDAKAN	"MAUSANG"	Friday, 7th Oct., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA.	"NAMSANG"	Tuesday, 11th Oct., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For freight or passage, apply to—

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

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Hongkong, 30th September, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO or CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain G. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

The next departure will be the S.S. "COURTFIELD" sailing from here on 8th October, in CHIN-WAN-TAO (taking cargo for Durban).

For freight, apply to—

GIBB, LIVINGSTON & CO.,

AGENTS.

[13]

Hongkong, 27th September, 1904.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	First half of October	JAVA PORTS	Second half of October
TJILATJAP.	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October
TJIMAHU	JAVA	First half of November	JAPAN via SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

For particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375.

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Alexandra Buildings, 3rd Floor.

Hongkong, 30th September, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamer

"CLAVERBURN,"

Captain Parker, will be despatched for the above port on or about TUESDAY, the 16th October.

For freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

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Hongkong, 13th September, 1904.

VESSELS ON THE BERTH

**REGULAR
STEAMSHIP SERVICE TO NEW
YORK,**

VIA PORTS AND SUEZ CANAL
PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SAGAMI"

3rd Oct.

"HINDUSTAN"

10th Oct.

For Freight and further information, apply to

DODWELL & CO. LTD.

Agents.

Hongkong, 9th August, 1904.

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BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamer

"PURNEA,"

Captain J. B. Pearson, will be despatched as above on WEDNESDAY, 5th October, at DAY-LIGHT.

For Freight or Passage, apply to

JADINE, MATHESON & CO.,

Agents.

Hongkong, 23rd September, 1904.

[1226]

NATAL LINE OF STEAMERS.

THE Company's Steamer

"ZIETEN,"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th instant.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M. TO-MORROW MORNING, the 28th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 9th October, at 10.30 A.M.

All Claims must reach us before the 10th of October, 1904, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

Hongkong, 27th September, 1904.

[5]

STEAM TO CANTON.

POST OFFICE NOTICES.

The *Capri*, with the French mail of the 2nd ult., left Singapore on Thursday, the 29th ult., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 30th July.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Monday	3rd, 7.30 A.M.
Saigon	Monday	3rd, 9.00 A.M.
Quing Chow Wan	Monday	3rd, 11.00 A.M.
Pachow	Monday	3rd, 11.30 A.M.
Macao	Monday	3rd, 1.15 P.M.
Manila	Monday	3rd, 3.00 P.M.
Cherfo and Newchwang	Monday	3rd, 4.00 P.M.
Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney	Tuesday	4th, 7.30 A.M.
Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Tuesday	4th, 9.00 A.M.
Canton	Wednesday	5th, 7.30 A.M.
Nantao	Wednesday	5th, 9.00 A.M.
Sanbae	Wednesday	5th, 11.00 A.M.
Macao	Wednesday	5th, 1.15 P.M.
Kongmoo, Kunchuk, Samshui, Shiuhsing, Takking and Wachow	Wednesday	5th, 3.00 P.M.
Canton	Thursday	6th, 7.30 A.M.
Europe, &c., India via Tunicorin	(Late Letters 11.00 to 11.30 A.M.)	Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Macao	Tuesday	4th, 1.15 P.M.
Singapore, Penang and Calcutta	Tuesday	4th, 2.00 P.M.
Cebu and Iloilo	Tuesday	4th, 4.00 P.M.
Canton	Tuesday	4th, 5.00 P.M.
Amoy, Straits and Rangoon	Tuesday	4th, 5.30 P.M.
Kongmoo and Kunchuk	Tuesday	4th, 5.30 P.M.
Nantao	Tuesday	4th, 5.30 P.M.
Sanbae	Tuesday	4th, 5.30 P.M.
Macao	Tuesday	4th, 5.30 P.M.
Swatow, Amoy, Anping and Tukao	Tuesday	4th, 5.30 P.M.
Canton	Tuesday	4th, 5.30 P.M.
Swatow and Deli	Tuesday	4th, 5.30 P.M.
Macao	Wednesday	5th, 1.15 P.M.
Malta	Wednesday	5th, 4.00 P.M.
Kongmoo, Kunchuk, Samshui, Shiuhsing, Takking and Wachow	Wednesday	5th, 5.00 P.M.
Linton	Wednesday	5th, 5.00 P.M.
Fatsian	Wednesday	5th, 5.00 P.M.
Taichan	Wednesday	5th, 5.00 P.M.
Hoifu	Wednesday	5th, 5.00 P.M.
Wingchau	Wednesday	5th, 5.00 P.M.
Providence	Wednesday	5th, 5.00 P.M.
Kinshan	Wednesday	5th, 7.30 A.M.
Johane	Wednesday	5th, 9.00 A.M.
Heungshan	Wednesday	5th, 11.00 A.M.
Tamung	Wednesday	5th, 4.00 P.M.
Linton	Wednesday	5th, 5.00 P.M.
Fatsian	Wednesday	5th, 5.00 P.M.
Taichan	Wednesday	5th, 5.00 P.M.
Hoifu	Wednesday	5th, 5.00 P.M.
Wingchau	Wednesday	5th, 5.00 P.M.
Fatsian	Wednesday	5th, 7.30 A.M.
Tremont	Wednesday	5th, 11.00 A.M.
Heungshan	Wednesday	5th, 1.15 P.M.
Mousung	Wednesday	5th, 3.00 P.M.
Taiyuan	Wednesday	5th, 4.00 P.M.
Hankow	Wednesday	5th, 5.00 P.M.
Tsichun	Wednesday	5th, 5.00 P.M.
Hoifu	Wednesday	5th, 5.00 P.M.
Wingchau	Wednesday	5th, 5.00 P.M.
Fatsian	Wednesday	5th, 7.30 A.M.
Shanghai, Moji, Kebo, Yokohama, Victoria, B.C., and Tasmania	Friday	7th, 11.00 A.M.
Macao	Friday	7th, 1.15 P.M.
Kudat and Sandakan	Friday	7th, 3.00 P.M.
Yokohama and Kobe	Friday	7th, 4.00 P.M.
Canton	Friday	7th, 5.00 P.M.
Nantao	Friday	7th, 5.00 P.M.
Sanbae	Friday	7th, 5.00 P.M.
Macao	Friday	7th, 5.00 P.M.
Canton	Friday	7th, 5.00 P.M.
Manila	Friday	7th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Saturday	8th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Europe, &c., India via Tunicorin	(Late Letters 11.00 to 11.30 A.M.)	Extra Postage 10 cents.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Saturday	8th, 11.00 A.M.
Shanghai	Saturday	8th, 11.00 A.M.
Nantao	Saturday	8th, 11.00 A.M.
Sanbae	Saturday	8th, 11.00 A.M.
Macao	Saturday	8th, 11.00 A.M.
Canton	Saturday	8th, 11.00 A.M.
Nantao	Saturday	8th, 11.00 A.M.
Sanbae	Saturday	8th, 11.00 A.M.
Macao	Saturday	8th, 11.00 A.M.
Canton	Saturday	8th, 11.00 A.M.
Manila	Saturday	8th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Sunday	9th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Europe, &c., India via Tunicorin	(Late Letters 11.00 to 11.30 A.M.)	Extra Postage 10 cents.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Sunday	9th, 11.00 A.M.
Shanghai	Sunday	9th, 11.00 A.M.
Nantao	Sunday	9th, 11.00 A.M.
Sanbae	Sunday	9th, 11.00 A.M.
Macao	Sunday	9th, 11.00 A.M.
Canton	Sunday	9th, 11.00 A.M.
Nantao	Sunday	9th, 11.00 A.M.
Sanbae	Sunday	9th, 11.00 A.M.
Macao	Sunday	9th, 11.00 A.M.
Canton	Sunday	9th, 11.00 A.M.
Manila	Sunday	9th, 11.00 A.M.
TO-DAY.		
Sale, Jewellery, Sales Rooms, Mr. Geo. P. Lammett, 11.30 a.m.		
COMMERCIAL.		
CLOSING QUOTATIONS.		
1st October.		
ON LONDON.—		
Telegraphic Transfer	1/9.	
Bank Bills, on demand	1/10.	
Bank Bills, at 30 days' sight	1/10.	
Bank Bills, at 4 months' sight	1/10.	
Credits, at 4 months' sight	1/10.	
Documentary Bills, 4 months' sight	1/10.	
ON PARIS.—		
Bank Bills, on demand	230.	
Credits, at 4 months' sight	234.	
ON GERMANY.—		
On demand	187.	
ON NEW YORK.—		
Bank Bills, on demand	44.	
Credits, 60 days' sight	45.	
ON BOMBAY.—		
Telegraphic Transfer	136.	
Bank, on demand	137.	
ON CALCUTTA.—		
Telegraphic Transfer	136.	
Banks, on demand	137.	
ARRIVALS AT HOME.		
Sept. 9th—Prins Regent Lalipold, Ningchow, Ningberg, Ocean 3rd—Sardinia (P. & O.). 1st—Armenia 2nd—Azerbaijan 3rd—Caucasus, Sennar, Silver 4th—Germany, Rhein, Preussen, Richmond 5th—Socotra, Torense. 27th—Moyur.		
ARRIVED.		
Per <i>Laertes</i> , from Saigon, Messrs. Antonio Tzono and Berthez.		
Per <i>Borneo</i> , from Sandakan, Capt. Ward, Lieuts. Guskell and Cooper.		
Per <i>Kicengthal</i> , from Shanghai, Messrs. Detlof, Bar Tomson, and Miller.		
Per <i>Choyang</i> , from Shanghai, Messrs. Marnham, Sinclair, and Hyde.		
Per <i>Purnea</i> , from Singapore, Messrs. Cary, Thomas, and Vass.		
Per <i>Taiyuan</i> , from Melkbourne, &c., Mrs. Gledhill, Mrs. Gibson and 2 children, Drs. Hawley, Hogan, Sleeman, and Knaggs, Messrs. Briggs, Horner, Hermans, Nicholls, Porton, Davies, Mead, Glanville, Elliott, Wardell, Nelson, and Simmonds, from Manila, Messrs. Armstrong, Reyes, and Newman.		
VESSELS EXPECTED.		
THE FRENCH MAIL.		
The N.G.I. steamer <i>Capri</i> , with the French mail, left Singapore for this port on the 29th Sept., and may be expected here to-morrow.		
THE AMERICAN MAIL.		
The P.M. steamer <i>Manchuria</i> left Manila for this port on Saturday midnight, due here to-morrow, daylight.		
The O. & O. steamer <i>Coptic</i> , from San Francisco to the 9th Sept., via Honolulu, left Yokohama for this port via Kobe, &c., on the morning of the 23rd Sept.		
MERCHANT STEAMERS.		
The O.S.S. steamer <i>Ulysses</i> left Singapore on the 28th Sept., at daylight, and is expected here to-day.		
The Indo-China steamer <i>Nansang</i> , from Calcutta and the Straits, left Singapore for this port on the 28th Sept., at p.m., and may be expected here to-morrow.		
The Boston Towboat Co.'s steamer <i>Lyra</i> arrived at Yokohama on the 28th Sept.		

THE FRENCH MAIL.		
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POST OFFICE NOTICES.		
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MAILS WILL CLOSE		
CANTON	Monday	3rd, 7.30 A.M.
Wuhu	Monday	3rd, 9.00 A.M.
Kongnau	Monday	3rd, 11.00 A.M.
Harbin	Monday	3rd, 11.30 A.M.
Heungshan	Monday	3rd, 1.15 P.M.
Yueasang	Monday	3rd, 3.00 P.M.
Kiukiang	Monday	3rd, 4.00 P.M.
Chingtu	Monday	3rd, 4.00 P.M.
Kinshan	Monday	3rd, 5.00 P.M.
Tauchun	Monday	3rd, 5.00 P.M.
Hoifu	Monday	3rd, 5.00 P.M.
Wingchau	Monday	3rd, 5.00 P.M.
Hongkong	Monday	3rd, 5.00 P.M.
Hankow	Tuesday	4th, 7.30 A.M.
	Tuesday	4th, 9.00 A.M.
Printed Matter and Samples	10.00 A.M.	
Registration	10.00 A.M.	
(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Letters	11.00 A.M.	
Heungshan	Tuesday	4th, 1.15 P.M.
Taichan	Tuesday	4th, 2.00 P.M.
Power	Tuesday	4th, 5.00 P.M.
Taichan	Tuesday	4th, 5.00 P.M.
Hoifu	Tuesday	4th, 5.00 P.M.
Wingchau	Tuesday	4th, 5.00 P.M.
Providence	Tuesday	4th, 5.00 P.M.
Kinshan	Tuesday	4th, 7.30 A.M.
Johane	Tuesday	5th, 9.00 A.M.
Heungshan	Tuesday	5th, 11.00 A.M.
Tamung	Tuesday	5